

FLOOD-WEAKENED BRIDGE PUTS "PHOENIX" IN DITCH

The Prospects Of Entente Allies Grow Brighter Day By Day

OPENING OF PRESENT WEEK
FINDS MATTERS SHAPING WELL
FOR BRITAIN AND HER ALLIES

(By Republican Associated Press Leased Wire)
LONDON, July 30.—The opening of the present week finds the prospects of the entente allies perhaps brighter than in any previous period of the war, according to the views held here. General Brussiloff's striking victories present the German general staff with the imperative problem of how to reinforce the eastern front since General von Linington, who was sent by the Germans to aid the shattered Austrians, now has been completely thrust back from the Lutsk salient.
But the same problem is presented on the western front, where, says an unofficial correspondent, "the ceaseless offensive seems steadily to gain in intensity. Doubtless the constant arrival of fresh German troops and guns," he says, "has anything to do with the result. The enemy shows an increasing tendency to counter-attack."
These counter attacks have failed to stem the steady entente allied advance and although at the present moment the fighting on the Somme is mainly devoted to securing mastery of small strategic positions, which will be the keys to further progress, there is yet no sign of the Germans making any effective counter offensive.
The Russians' remarkable victories reveal a most interesting situation. The army of the German general, Count von Bothmer, holding the Strina near the Lemberg-Tarnopol railroad, was a few weeks ago being outflanked on the south by General Letchitzky's successful advance when the Diester floods prevented Letchitzky's further progress. This enabled von Bothmer to hold on to the threatened positions. General Sakharoff then devoted himself to enveloping von Bothmer's forces on the north, with what success is seen in his double victory west of Lutsk and Brody.
Thus outflanked north and south, it is considered impossible that Count von Bothmer can longer delay extricating himself from his precarious position, even if he can now do so without serious losses. The Russians at Brody are at present nearer Lemberg than von Bothmer's forces, which are trusted with Lemberg's defense and although the country between Brody and Lemberg is very difficult, it becomes a question whether the evacuation of both Kovel and Lemberg will not soon become necessary.

Canadians Raid German Trenches In Two Places
Say Russian Attacks Have Been Halted

(Republican A. P. Leased Wire)
LONDON, July 30.—Parties of Canadian infantry last night successfully raided the German trenches in two places south of Ypres, it was announced today by General Haig. A similar raid was carried out by the Royal Munster Fusiliers in the Loos salient. The German casualties in each case, the statement adds, were severe. A German force succeeded in raiding a British front trench near Hohenzollern recently.
The text of the British official communication follows:
"Last night we heavily bombarded the enemy's trenches in two places south of Ypres and the Royal Munster Fusiliers carried out a similar enterprise in the Loos salient. The enemy's casualties in each case were severe. 'Near Hohenzollern' raid on the German front was carried out by the Royal Munster Fusiliers. One of these failed to get further than our wire. The other succeeded in entering our front trench but the enemy was immediately driven out. Further advances by the British are reported in the latest dispatch from General Haig, in command on the French front. A heavy engagement was fought on the sector between the German front and the Somme, with the result that the British moved their line forward east of Waterloo farm and Troes wood.
Special dispatches from Saloniki say that Serbian successes at the Greek frontier continue and that the Serbians are entrenching on a line only 300 yards from the frontier. Thursday morning forces of Bulgarian attacked the Serbian positions north of Strupina, but a powerful counter attack routed them and the Bulgarians fled in disorder."
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Believed Two Hundred Have Perished In Canadian Fires

(Republican A. P. Leased Wire)
ENGLEHART, Ont., July 30.—Forest fires raging in northern Ontario are believed tonight to have resulted in the loss of from 150 to 200 lives. Other scores of persons have been injured, and it is feared many of them may die.
Several small towns have been wiped out by the flames that have been raging for forty-eight hours. Reports thus far received show that fifty-seven perished at Mushika, a French-Canadian settlement, and thirty-four at Matheson. Ceyhrane has eighteen dead and thirty-four injured; Iroquois Falls, is dead and many injured, and Ramore fifteen dead. The number killed at Forepine Junction is not known, but the entire town was destroyed except the railroad station.
The death list will be materially increased, it is feared, by victims in outlying districts. There are apparently well authenticated reports that many prospectors have been trapped at Tahota and Kowash. One farmer and his ten children are known to have been burned, while the man's wife was vainly seeking aid to check the on-rushing flames.
A nearby lake in which they found refuge saved many residents of Cochrane on the line of the Temiskaming and Northern Ontario railway. Only two streets in the town were saved. Thirty-four bodies are lying on the platform of the railroad station at Matheson. The station and two houses are the only buildings standing. Ramore, a small settlement, was wiped out. The flames were checked at Timmons, after seventeen houses had been burned.
Only the sawmill was destroyed at South Porcupine.
All that remains of Iroquois Falls are the ruins of the great paper mill and one store. Refugees without food or clothing are pouring into the larger towns south of the burned district. A large number have arrived here and are being sent to Cobalt and Fairleybury. Englehart citizens worked all of last night caring for the homeless wanderers.
Officials of the Temiskaming and Northern Ontario railway adopted energetic relief measures. Calls for assistance were sent to towns along the line and a fully supplied relief train was sent.
Hundreds of square miles of bush and farm land have been burned over. Isolated settlers took refuge in lakes and rivers, leaving all their belongings behind.
Rain was falling tonight at Matheson and several other points, but a long continued downpour will be necessary to extinguish the fires and prevent them from sweeping further southward.
hert and no reports have so far been received from refugees.
A relief train with doctors has left North Bay for the scene and Cobalt has sent coffins.
Cochrane, in Nipissing county, is the largest of the towns burned. It had 1700 inhabitants. The other towns named are in the same section in Nipissing or Sudbury counties, within a radius of 25 miles or so. The population in each of these towns is composed of only a few hundred persons.

GERMANS DO NOT FORGET THE BARALONG

BERLIN, July 30.—(Via Sayville)—"The German newspapers," says the Overseas News Agency, "discuss the British comments on the death sentence passed by a German field court martial on Captain Bryant. They recall the killing of the crew of a German submarine by the British patrol boat Baralong, where, also, British judgment was at defiance with that of Germany. The newspapers point out that during the war four German women under suspicion for spying were executed in France and that, notwithstanding this, one similar German case was the object of world-wide agitation."

MODERATION BY TUESDAY SAYS WEATHER MAN

WASHINGTON, July 30.—Only in scattered sections of the country is relief from the heat wave in sight. The weather bureau expects "some moderation" by Tuesday in the lower Ohio valley, along Lake Michigan and in the upper lake region; and a shading down in temperatures already has resulted from thunder showers in the west plains states and in the eastern slope of the Rockies. Mention the high temperature area has extended into the middle and south Atlantic sections and has advanced in the far west to the Pacific coast. New England and the middle Atlantic seaboard, where it has been cooler for a day or two, will be warmer again tomorrow.

(Republican A. P. Leased Wire)

CHICAGO, July 30.—The climax of the record-breaking heat wave here was reached today when the official thermometer, eight floors above the streets, registered 102 degrees. On the street's thermometer recorded from 100 to 112 degrees.
It was the second hottest day in Chicago's history, the record being July 21, 1901, when the mercury touched 103 degrees.
Seventy deaths directly or indirectly attributed to the heat were reported before seven o'clock tonight and county morgue officials declared there was no more room in the institution for bodies.
Preparations were reported by the state, while hundreds of horses, according to the health department, were lying in the streets waiting to be buried.
At the north shore bathing beaches today it was estimated that more than a hundred thousand persons besieged the gates after standing for hours in long lines waiting a chance to reach the water. The crowds began gathering before seven o'clock and at four of the public beaches scenes of disorder required extra de-

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NOTED JURIST IS VICTIM OF SUDDEN ATTACK

(Special)
CHICAGO, July 30.—Edward H. Kent, a member of the law firm of Chalmers, Kent and Stahl of Phoenix, Arizona and an attorney for the Santa Fe railroad died today at the Blackstone hotel of hemorrhage superinduced by heat. Judge Kent was in Chicago on some business connected with the railroad, and according to his mother, Mrs. Alice Kent, who accompanied him, he had not been ill.
Mrs. Kent and her maid occupied the room adjoining that of her son. She was awakened in the night by a disturbance in her son's room. She went to see what was the matter and found him moaning on the bed. She called the house physician who did all he could, but he died in a few minutes.
His Career in Brief
Edward Kent, chief justice of the last territorial supreme court, was born in Lynn, Mass., August 8, 1862. His father, Edward Kent, who was elected governor of Maine in 1868, was mentioned in the famous political song written about that time, "Have You Heard the News from Maine?" His mother was formerly Miss Abby Rockwood.
Judge Kent was a student at Harvard from which he was graduated in 1883 with an A. B. degree, and studied law at Columbia university, from which he was graduated LL. B. in 1887.
In the latter year he was admitted to the bar in the state of New York, and immediately engaged in the practice of his profession in New York city. In 1893 he became a member of the law firm of Butler, Schuman & Hubbard, of New York city, with whom he was associated until 1896.
In 1897 he removed to Denver where he practiced for five years. In 1900 he was candidate on the republican ticket for member of the house of representatives of Colorado, and served as assistant United States district attorney of Colorado during 1901 and 1902.
Judge Kent came to Arizona in 1902, the same year was appointed chief justice of the supreme court of the territory by President Roosevelt, and served until Arizona became a state. At the time of his death he was a member of the firm of Kent, Chalmers & Stahl, of Phoenix.
On September 14, 1892, Judge Kent was married to Miss Edith Chadwick, of Baltimore, Maryland.
The "Kent Decree"
Judge Kent sitting on the bench in the third territorial district, comprising Maricopa county, in 1910 promulgated the decree on which is based

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Judge Edward Kent

Manitou Visited By Cloudburst Causing Damage

(Republican A. P. Leased Wire)
COLORADO SPRINGS, Colo., July 30.—The town of Manitou, located in the heart of the mountains six miles west of here, experienced a cloudburst at 1 o'clock this afternoon. Eakon creek, flowing through the town, became a raging torrent, the force of the water cutting away the banks. Street car tracks were buried under and to a depth of two feet and traffic was delayed until late in the afternoon.
People living close to the creek moved household belongings to higher ground, but only a few smaller outages were damaged by the wash of the swollen stream. Further up the mountains in El Paso, the conviction that highway was badly washed and there were several small landslides.

PASSENGERS THOUGHT MANY HAD BEEN HURT

BY FRED MYERS
(Of The Arizona Republican)
The first thing I knew about the wreck yesterday morning, was when my berth, carelessly careened up at both ends and did its best to double me up with it. There was then no doubt in my mind that the train had been wrecked. I caught a glimpse of the engine tender going hurtling across the landscape and a series of ties and rails piled themselves up against my window.
I got out of my berth as soon as its lumpy bent shape would allow me, and started for the door, only to be intercepted by the conductor who told me that all the men and women in the chair car up forward had been killed.
As soon as the conductor told us that all the people in the front car had been killed, we had visions of mangled forms and dead bodies lying about everywhere. Women screamed and fainted. We all turned in and helped the best we could, which was not very good, as we were all very much excited. Some of the men were shaking all over, giving a very fair imitation of St. Vitus dance.
One woman who was caught in the dressing room, and unable to get out thought it was the porter's fault, and started ringing the bell. He tried to explain to her that he couldn't help it if she couldn't get out but she wouldn't listen, and it was necessary for us to get an axe and chop her out.
We then tried to get out of the car and found ourselves panned in. We again turned to the axes and managed to break out. We all hurried to the chair car, and pulled out those who had been caught there.
I think we all suffered from the heat after the wreck, more than we did from the shaking up we got. We were out in the middle of the desert, with no shade in sight. The water tanks had all been broken, with the exception of one tank in the rear Pullman. We soon got away with all that.
A wire was tapped, but it took some time to get into communication with Phoenix. We were all hungry, and all we could find were a few sandwiches. They didn't go very far.
The track was torn up for over 150 yards. The rails and ties were piled up in every direction, the rails being bent and twisted in every manner. How we ever escaped with our lives, is something that none of us could figure out.

BRIDGE FOUND O. K. BY NIGHT TRACK PATROL

(Special to The Republican)
PHOENIX, July 30.—W. A. Blake, general manager of the Santa Fe, Prescott and Phoenix Railway company, made the following statement relating to the wreck at Nada this morning:
"Train No. 15, southbound, went into a washed out span of Bridge No. 98, near Nada at 7:35 this morning. Three cars were derailed and part of another. No one was hurt."
"The engine passed safely over the south span of the bridge, which had been weakened by rain. The tender derailed. The baggage car, day coach and one Pullman left the track, and the front trucks of the last Pullman also were derailed."
"The bridge was all right the night before."
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BAGGAGE CAR HOLDS; SAVES ENTIRE TRAIN

All gratitude for the safety of passengers on Santa Fe train No. 15, derailed near Nada yesterday morning may be directed to the steel frame of the baggage car, according to Tom Shaughnessy, secretary of the state fair commission, who, as a passenger on the Ash Fork train, was present at the scene within thirty minutes after the accident.
Shaughnessy advances this explanation. As the tender derailed, the baggage car, which was on the track, held the train up. Instead of crumpling up in the break, and piling the rest of the train in the wash, this car acted as a cross, losing all its trucks in the hole. These trucks served to fill up the hole.

WRECK ON MAIN LINE

WILLIAMS, Ariz., July 30.—Fireman Fred Terry, of train No. 15 of the Grand Canyon railroad, was instantly killed last night when the train ran into a washed out Red Rock wash about 35 miles from Williams. A severe thunderstorm, accompanied by hail and sleet, swept over a small portion of territory between Williams and Grand Canyon about 7 o'clock last night. The storm was of short duration but reached the proportions of a cloudburst. The engine and one car turned over, but none of the passengers, who were mostly eastern tourists, was injured. About a mile of track was washed out. Traffic will probably be resumed on schedule within 48 hours.
Transferred in Autos.
FLAGSTAFF, Ariz., July 29.—Sixty passengers of a Grand Canyon railroad train which was wrecked last night by running into a washed out bridge, were brought here today in automobiles. The passengers were uninjured but Fred Terry, of Grand Canyon, Ariz., fireman on the train, was killed, and John Oswald of Williams, the engineer, and Wm. Havens of Grand Canyon, a brakeman, were severely injured.
The accident occurred thirty miles from Grand Canyon. The train was traveling slowly because of a cloudburst, but ran into the damaged bridge before the engineer, Oswald, could stop it. The engine and baggage car were carried into the swollen stream.
Word of the wreck was taken to Grand Canyon by a brakeman, who arrived there at 4 a. m. today, after walking most of the way and riding the remainder on a mule borrowed from a ranch.

DEUTSCHLAND STILL AT PIER BUT READY FOR HER VOYAGE

(Republican A. P. Leased Wire)
BALTIMORE, Md., July 30.—Although the German submarine Deutschland was still at her pier tonight, she is ready to leave in a short time.
It was learned today that when the United States revenue cutter Apache anchored a short distance from the Deutschland late yesterday afternoon, the Apache's commander was asked by officials who are looking after the submarine's interests, if he could convey the Deutschland to the three mile limit off the capes. The officials were referred to the navy department. Today the Apache's commander said he had received no orders to convey the submarine, and had no official interest in her.
The tug Britannia and Chicago came up to the Deutschland's pier today and the Britannia's captain had a conference with officials on the international North German Lloyd steamer Neckar. Afterwards the tug proceeded down the Patuxent river. Early this morning the tug Thomas F. Tim-

NADA BRIDGE OUT; NOBODY IS INJURED

In the second spectacular wreck within a year on the Santa Fe, Prescott and Phoenix yesterday morning about 7 o'clock, train No. 15, Los Angeles to Phoenix, in charge of Conductor J. C. Graves and Engineer Wm. Delano, hit a weak bridge near Nada, about thirty-five miles north of Phoenix, and practically the whole train was demolished, but by some miracle or other, no one was killed. Minor injuries were received by some of the thirty-three passengers, none necessitating the attention of a surgeon.

The train, which is due in here at 7:35 p. m., was not running very fast at the time of the accident. The first intimation that the passengers had that anything was wrong was when, with a terrific crash, the Pullman which was attached behind a chair car, was completely doubled up. The chair car was badly smashed.

A baggage car, chair car, and two Pullmans composed the train, the rear Pullman running empty.
According to Engineer Delano, he was running slow at the time of the accident, fearing that heavy rains during the night, had weakened some of the wooden bridges along the line. As he started out on the bridge at Nada, he felt it weaken. He threw on steam, in the hopes that the momentum would carry the train across, but he succeeded in getting his engine across, in safety, but by the time the tender had hit the bridge, it had sunk so far below the level of the track, that it was completely derailed, and thrown for a considerable distance to the left side of the track. The tender turned over and over as it spun across the landscape. The baggage car followed the tender, turned over once, but was not smashed. The baggageman was bruised by being thrown when the car turned over.
Conductor Graves was the first man on his feet after the crash, and rushed through the front Pullman to ascertain the damage. He caught a glimpse through the forward window of the chair car, and made the exclamation that everyone in that car had been killed. At this wreck, it being the Pullman's fault, and all the men were kept busy reviving them.

The doors to the Pullman were jammed, preventing the passengers from getting out. Emergency axes and saws were brought into use and a hole cut in the side of the car. A hasty organization was effected, and the passengers in the chair car were rescued.
From the appearance of the wreck, those who went through it were at a loss to know how any one in either the chair car or Pullman could have been saved. As soon as everyone had been taken from the wreck, a wire to Phoenix was tapped, and after some slight delay, connections made with Phoenix. A relief train and wreckers were hurriedly sent out, and the belated travelers brought into Phoenix. The train from Ash Fork to Phoenix, over the Santa Fe Phoenix and Prescott, had pulled in today at this wreck, it being necessary to transfer its passengers around to the relief train.

GENERAL BROWN DEAD

(Republican A. P. Leased Wire)
ZANESVILLE, O., July 30.—General R. B. Brown, aged 72, past commander in chief of the Grand Army of the Republic, and widely known as a distinguished civil war veteran and newspaper editor, died here today, following a protracted illness of stomach trouble. He is survived by his widow, one daughter, a son, Rev. Frank Brown of Oklahoma.

ORIGINAL BOSTONIANS DEAD

(Republican A. P. Leased Wire)
BLUE POINT, N. Y., July 30.—Harry K. Brown, aged 72, one of the original "Bostons" died here today of heart failure.

Gotham Trolley System Is Badly Crippled By Strike

(Republican A. P. Leased Wire)
NEW YORK, July 30.—Not a wheel moved after 4 o'clock this afternoon on the lines in Manhattan of the Third Avenue railway, 28 per cent of whose motemen and conductors were said by union organizers to have joined the strike that originated in Yonkers, spread quickly to the Bronx and now is designed to paralyze all surface car traffic in New York. Only a few cars were operated in Broadway above Forty-second street and traffic was intermittent on several cross town lines.
W. D. Mahon, president of the Amalgamated Association of Street and Electric Railway Employees, with a dozen organizers, held frequent meetings during the day with the strikers. "Missionaries" boarded cars in all parts of Manhattan in an effort to induce the crews to strike. They reported considerable success.
Obstructions were placed on the tracks of the Third Avenue system at several points to interfere with the operation of cars by strikebreakers and a few cars were stoned.